

to prevent any loose object from falling into the prop disc. When one is getting a bit big headed over the lovely aircraft he has created, be assured it's a quick way to make the hat fit again.

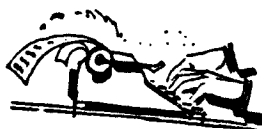
Acting upon a suggestion from an aircraft engineer I had installed straight pipes from the clamp up through the cowling in lieu of the mufflers (headers). This was mainly to save weight and eliminate the problem I was having in getting the headers to fit within the confined space of the cowling, but if I had taken either or both of the precautions mentioned above the worst that could have happened would have been the scorched engine cowl, which is manufactured from fireproof resins and purchased from Derrick Industries.

This accident has raised a question in my mind as to whether any of the previous three blade prop failures could not have been attributed to a similar cause.

(EDITOR'S NOTE: The above was received some time ago and misplaced. Please excuse us Rex.)

FOLLOW UP TO ABOVE - I commenced work on the rebuild of my broken Osprey on the 22nd October and am progressing steadily. The damage is even more extensive than first inspections revealed, but am hoping for a completion date about April-May '85. If in fact completion is made before July, there is a strong possibility that I could make Oshkosh this time around. That being the case I am looking forward to finally meeting you both along with all the other good people with whom I have had contact over the years.

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I look forward to your newsletters with great anticipation. I especially appreciate the comments of designer George Pereira in his column and his analytical help when I phoned him.

I am three years into the project with an estimated two more to go.

The following minor refinements should contribute to safety or ease of construction - but not alter the spirit of the original design.

Slippery rudder pedals make turbulent cross wind landings and applying the brakes at speed a hairy situation. An effective fix for this problem is shown in the enclosed drawing.

The center elevator hinges as designed with four eyebolts and two clevises allow some play and yaw at this critical point.

A single AN-3-23 bolt, castle nut and cotter pin make a much firmer hinge joint. See sketch.

I used a tapered roller bearing wheel for the nose wheel. I adapted the bearings to the 1/2" shaft with a pair of stainless steel shoulder bushings. The drawing also shows a method of getting grease to the bearings without disassembly. Therefore greasing will be done more often. Of course the cavity and bearings should be hand packed the first time. The upper rudder hinge seemed like a tough way to go - especially if any hinge line adjustments would need to be made later for more rudder throw or whatever.

One question I have is: Has anyone found any radio interference from the control cables moving in the aluminum guide tubes?

If any Chicago and suburban Osprey builders would contact me I would appreciate comparing notes.

Keep up the good work.

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See drawings on insert.



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